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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

Tuesday, May 27, 2008

10:00 a.m. – 12:00 p.m.

SCAG Offices

Riverside A Conference Room

818 West 7th, 12th Floor

Los Angeles, CA 90017

213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact:

Jonathan Nadler at 213.236.1884 or nadler@scag.ca.gov

Justus Stewart at 213.236.1809 or stewartj@scag.ca.gov

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Transportation Conformity Working Group

A G E N D A

		<i>PAGE #</i>	<i>TIME</i>
1.0	<u>CALL TO ORDER</u>	Michael Litschi, OCTA	
2.0	<u>PUBLIC COMMENT PERIOD</u> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.		
3.0	<u>CONSENT CALENDAR</u>		
	3.1 <u>TCWG Minutes of May 22, 2008</u> Attachment	1	
4.0	<u>INFORMATION ITEMS</u>		
	4.1 <u>RTP Update</u>	Naresh Amatya, SCAG	5 minutes
	4.2 <u>RTIP Update</u>	John Asuncion, SCAG Jonathan Nadler, SCAG	15 minutes
	4.3 <u>SIP Update</u>	Dennis Wade, ARB	10 minutes
	4.4 <u>Review of PM Hot Spot</u> <u>Interagency Review Forms</u> Attachment	TCWG Discussion	30 minutes
5.0	<u>INFORMATION SHARING</u>		5 minutes
6.0	<u>ADJOURNMENT</u> The next meeting of the Transportation Conformity Working Group will be on Tuesday, June 24, 2008 at the SCAG office in downtown Los Angeles.		

**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**April 22, 2008
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

In Attendance:

Abrishami, Lori	MTA
Butler, Martha	MTA
Gerhart, Rex	MTA
Litschi, Michael	OCTA
Richmani, Michael	MTA
Walecka, Carla	Transportation Corridor Agencies
Williams, Leann	Caltrans District 7
Wegener, Michelle	Parsons
Walston, Amy	Parsons

SCAG Staff

Asuncion, John
Ayala, Rosemary
Del Rosario, Sheryll
Nadler, Jonathan
Patsaouras, Sylvia
Sherwood, Arnie
Stewart, Justus

Via Teleconference:

Alvarez, Grace	RCTC
Ambrosi, Rafael	Caltrans District 11
Behtash, Arman	Caltrans District 12
Brady, Mike	Caltrans Headquarters
Cacatian, Ben	Ventura County Air Pollution
Casey, Rose	OCTA

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Fagan, Paul	Caltrans District 8
Phu, Dan	OCTA
Gallo, Ilene	Caltrans Headquarters
Johnson, Sandy	Caltrans District 11
Kurtz, James	EDAW
Lopez, Rosa	IVAG
Mazur, Jean	FHWA
Reynolds, Jason	EDAW
Wade, Dennis	ARB
Yoon, Andrew	Caltrans District 7

1.0 CALL TO ORDER

Michael Litschi, OCTA, called the meeting to order at 10:06 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no comments.

3.0 CONSENT CALENDAR

3.1 Approval Item

3.1 TCWG March 25, 2008 Meeting Minutes

The minutes were approved.

4.0 INFORMATION ITEMS

4.1 RTIP Update

John Asuncion, SCAG, gave the TCWG a brief update on the 2006 RTIP Amendments. Mr. Asuncion stated that State approval for Amendment #15 has been received. Federal approval is forthcoming. Administrative Modification #16 was submitted and approved by Caltrans. Submittals for Amendment #17 are due to SCAG later this week. The 2006 RTIP Consistency Amendment is scheduled for approval with the 2008 RTP at

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SCAG's Regional Council meeting on May 8th. A list of the amendment projects were posted on SCAG's website in January 2008. As of this date, SCAG has not received any comments on these projects.

Mr. Asuncion also discussed the 2008 RTIP. SCAG is currently on schedule to submit the 2008 RTIP to Caltrans by August 1st. At the next meeting of the TCWG, staff will present information on the conformity analysis. There is a tentative RTAC meeting date on May 27th to discuss the 2008 RTIP.

In June, staff will request SCAG's Transportation and Communications Committee (TCC) to release the Draft 2008 RTIP for public review and comments. Once the draft has been released, staff will follow SCAG's Public Participation Plan and hold three Public Hearings on the 2008 RTIP.

The Public Hearing schedule is posted on SCAG's website, as follows:

- June 12th, Riverside County
- June 19, Los Angeles County (Imperial County will be able to videoconference into this meeting)
- June 25th, Orange County

SCAG will ask the Regional Council to approve the 2008 RTIP at its July meeting. If this does not transpire, a special meeting of SCAG's Executive Committee will take place to approve the RTIP. This will enable staff to submit the 2008 RTIP to Caltrans by August 1st.

4.2 SIP Update

Dennis Wade, ARB, provided a State Implementation Plan (SIP) update. Mr. Wade discussed the status of the SIP for the Western Mojave Desert Air Basin (MDAB) ozone non-attainment area (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley). Because of the emissions transport from the South Coast and San Joaquin Valley, as well as the expected timing of emissions reductions in these upwind areas, the Antelope Valley Air Quality Management District and the Mojave Desert Air Quality Management

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District are requesting reclassification of their planning areas from moderate to Severe-17, with an attainment date of June 15, 2021.

Mr. Wade also provided an update on the Ventura County ozone non-attainment area. On February 14, 2008, ARB formally requested that U.S. Environmental Protection Agency (EPA) reclassify this ozone non-attainment area one classification level to a serious 8-hour ozone nonattainment area with a June 15, 2013 attainment date. Ventura County's public hearing for its Reasonable Further Progress (RFP) and Attainment Plan is scheduled for May 2008.

Imperial County was reclassified to a Moderate ozone non-attainment area. Imperial County and ARB are preparing an Ozone Plan and a PM10 Plan both of which due at the end of this year. The ARB hearings for these Plans will be held after local adoption.

To account for concerns raised by U.S EPA, on April 24th, ARB will be considering revisions to the South Coast motor vehicle emission budgets. U.S. EPA is parallel processing their review of the revised South Coast emission budgets which is expected to allow SCAG to adopt the 2008 RTP in May.

Jonathan Nadler, SCAG, stated that EPA determined that the emissions budgets set forth in the Early Progress Plans for Western Mojave, Ventura, Imperial, and Coachella Valley were deemed adequate.

4.3 RTP Update

On behalf of Naresh Amatya, Jonathan Nadler, SCAG, reported that the RTP public comment period had closed. The comments are posted on SCAG's website. On May 8th, the SCAG Regional Council is scheduled to review and consider adoption of the 2008 RTP. The public comment period for the revised conformity report closes on April 28th. Comments received will be summarized and responded to. As reported during the last item, SCAG has received the adequacy findings on the Early Progress Plan emission budgets.

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On April 24th there will be an ARB hearing on the revised South Coast emission budgets. Two sets of budgets have been developed, with the expectation that one of them, or some portion of one, will be deemed adequate by EPA. SCAG's analysis demonstrates conformity on both sets of budgets, so that no matter whether EPA chooses one, or part of one of the sets of budgets, conformity has been demonstrated.

4.4 Review of PM Hot Spot Interagency Review Forms

1) ORA120359 – Operation improvement project on southbound Route 5 (SB I-5) between Tustin Ranch Road and Jamboree Rd in the Cities of Irvine and Tustin.

Not a POAQC - Pending concurrence by EPA.

2) ORA000193 – State Route 22 West Orange County Connection Phase II project will add High Occupancy Vehicle (HOV) bridge structure to provide direct freeway-to-freeway HOV lane connectors at the SR-22/I-405 and I-405/I-605 interchanges.

Not a POAQC - Pending concurrence by EPA.

3) RIV001203 and RIV990727 – Widen Indian Canyon Drive for a distance of approximately 1,219 meters (4,000 feet).

Not a POAQC - Pending concurrence by EPA.

4.5 Review of Qualitative PM Hot Spot Analysis

LA01342 – Construct High Occupancy Vehicle (HOV) Lanes on Interstate 10, from PM 31.2 to PM 33.4 in Los Angeles County from I-605 to Puente Avenue.

Andrew Yoon, Caltrans District 7, discussed that the qualitative PM Hot Spot Analysis for LA01342 was approved in 2000 and reevaluated in 2006. Determination was made for CO and PM10. The project will construct an HOV lane in the median along the I-10 between the 605 and Puente Avenue.

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A revised qualitative analysis has been prepared. As shown by the analysis, this is not expected to delay the attainment of the PM2.5 standard. EPA has concurred with the conclusion of the analysis. FHWA and Caltrans have concurred that the project is acceptable for public review.

4.6 Projects Requiring Follow-Up

ORA120350 – Wilshire Boulevard Bus Lane Only Project

MTA brought forth the Wilshire Boulevard Bus-Only Lane Project. This project was submitted as part of the Very Small Starts FY 2009 Application. The project involves converting 9.6 miles of Wilshire Boulevard, from downtown Los Angeles to Santa Monica, to bus-only lanes during peak-hour traffic. MTA asked the TCWG to review the project and determine whether this project can be considered exempt from PM2.5 hot spot analysis requirements. Per an email discussion, FHWA, EPA, and Caltrans concurred that the Wilshire Boulevard Bus-Only Lane Project was exempt from PM2.5 requirements under 40 CFR 93.126.

LAOD45 – Schuyler Heim Bridge Replacement and SR-47 Expressway Project

A revised qualitative PM Hot Spot Analysis was submitted to the TCWG on March 25, 2008. The scope of the project was changed to include an additional two-lane, elevated flyover structure from eastbound Ocean Boulevard to northbound-SR-47. The revised qualitative PM Hot Spot Analysis was deemed acceptable for NEPA circulation by Caltrans and FHWA at the March 25th meeting. Per an email discussion, EPA provided concurrence.

5.0 CHAIR'S REPORT

No new items to report.

6.0 INFORMATION SHARING

No items.

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6.0 ADJOURNMENT

Michael Litschi adjourned the meeting at 11:05 a.m.

The next Transportation Conformity Working Group meeting will be held on May 27, 2008 at the SCAG office in Los Angeles.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> RIV 031204				
TCWG Consideration Date May 2008 TCWG meeting – May 27, 2008				
Project Description <i>(clearly describe project)</i> <p>The City of Murrieta proposes to replace the Washington Avenue Bridge crossing of Murrieta Creek with a new bridge crossing at Guava Street. The proposed project would extend Guava Street east from its intersection with Washington Avenue, construct an approximately 490-foot-long five-span bridge over Murrieta Creek, and extend Guava Street from the bridge to connect to the proposed extension of Guava Street west from its intersection with Adams Avenue under the City's Capital Improvement Program project. The Guava Street extension is approximately ¼ mile long, including the bridge construction over Murrieta Creek. The Guava Street extension and bridge would consist of a two-lane roadway with an approach and bridge curb-to-curb width of 40 feet, to accommodate two, 12-foot lanes and two, 8-foot shoulders. A 5-foot-wide sidewalk would be included along one side for a total bridge deck width of approximately 48 feet. After the proposed Guava Street bridge and extension projects are completed and Guava Street segment between Washington and Adams Avenues is operational, the Washington Avenue Bridge would be demolished and Washington Avenue would terminate as a cul-de-sac south of Murrieta Creek and connect with Brown Street north of Murrieta Creek.</p> <p>See Figures 1 and 2 (attached).</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> "Change to existing regionally significant street"				
County Riverside County	Narrative Location/Route & Postmiles; Guava Street is a two-lane, asphalt surfaced road running northeast to southwest in the project area that is presently segmented by Murrieta Creek between its intersections with Adams and Washington Avenues on either side of the creek. The proposed Guava Street Bridge and roadway extensions would connect the Guava Street segments between the Adams and Washington Avenues intersections in alignment with the existing Guava Street segments. Caltrans Projects – EA# 924804 (5464[023])			
Lead Agency: City of Murrieta				
Contact Person Jeffrey Hitch, P.E.	Phone# 951-461-6076	Fax# 951-461-6049	Email jhitch@murrieta.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X EA or Draft EIS	X FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: end of 2008				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	X Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2003	2008	2009	May 2010
End	2008	2009	2010	Nov 2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The primary purpose of the proposed project is to replace the Washington Avenue Bridge, which is rated by Caltrans as structurally deficient due to substandard approach roadway width, bridge railings, and inadequate distance to the intersection with Brown Street. The Washington Avenue Bridge lacks approach roadway railings and has exposed steel driven piles supporting bridge columns and large cracks in both abutments.

Implementation of this project along with the City's extension of Guava Street from Adams Avenue to the Guava Street Bridge would connect the Guava Street segments and improve access from I-15 across Murrieta Creek by providing a more direct route along Guava Street and reducing out-of-direction travel, which currently occurs at the Washington Avenue crossing. The proposed Guava Street bridge and extension projects would connect Guava Street from the Washington Avenue/Guava Street intersection with the Adams Avenue/Guava Street intersection, and would provide a direct link over the creek between the mountainous De Luz area to the west and I-15 access to the east.

Additionally, the ACOE has prepared a master plan and environmental study for the ultimate design of the Murrieta Creek channel through Murrieta and the Temecula Valley. The ACOE plan calls for replacement of the Washington Avenue Bridge to accommodate the ACOE's proposed channel configuration. A crossing at Guava Street would be consistent with the City Council's adopted 2007 Circulation Plan.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project site is a semi-rural area on the outskirts of the City but within the City limits. The area surrounding the project site is characterized by sparsely vegetated, vacant land, and scattered rural residences. A few individual residences are located in proximity of the site along Washington Avenue near its intersection with Guava Street with one residence adjacent to the proposed bridge on the south side of Murrieta Creek. There are several businesses located along Washington Avenue at the Guava Street intersection including a taxicab maintenance facility and a construction equipment and materials supply yard adjacent to the proposed bridge location on the south side of Murrieta Creek.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project opening year is 2011. A traffic report was prepared for the project. Build and No Build street segment LOS would be better than LOS C for all affected project street segments. The Build (redistributed) and No Build (existing) AADT is 1,534 and 1,599 AADT for Guava Street, west of Washington Avenue; 3,152 and 2,083 AADT for Guava Street, east of Adams Avenue; 440 and 1,511 AADT for Brown Street between Washington and Adams Avenues; and 2,215 and 2,287 AADT for Adams Avenue between Guava and Brown Streets, respectively. Heavy truck fraction is assumed to be the FHWA Highway Manual default of less than 2 percent.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The RTP horizon year is 2030. The forecast 2030 traffic volume for Guava Street is 7,667 AADT east of and 7,331 AADT west of Adams Avenue; for Brown Street is 1,586 AADT between Washington and Adams Avenues; and for Adams Avenue is 5,280 AADT between Guava and Brown Streets. 2030 LOS for the affected segments are not available; however, the LOS C AADT capacity of the affected street segments is 10,400 AADT, which the 2030 AADT's are less than. Therefore, the 2030 LOS would be greater than LOS C. Heavy truck fraction is assumed to be the FHWA Highway Manual default of less than 2 percent.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The project would not construct an interchange or an intersection; the project connects to an unsignalized 3-way intersection resulting in a unsignalized 4-way intersection. The affected street segment AADT and LOS are provided above for the affected cross streets.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2030 AADT and LOS are provided above for the affected cross streets.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project would redistribute traffic volumes on surrounding streets by replacing the Washington Avenue Bridge with the proposed Guava Street Bridge. The project would not increase the number of through lanes on the affected street segments, and the proposed bridge and street extension would have the same number of through lanes (two) as the existing connecting street (Guava Street) and surrounding streets. Traffic along Washington Avenue south of the creek near a few residences would be greatly diminished by the elimination of the Washington Avenue Bridge; however, redistributed traffic on the proposed Guava Street extension and bridge would divert this traffic closer to one residence and a business adjacent to the bridge.

Comments/Explanation/Details (*attach additional sheets as necessary*)

It is believed that the proposed project is not a project of air quality concern (POAQC) as defined by the USEPA March 2006 PM guidance document for determining which transportation projects must be analyzed for local air quality impacts in PM2.5 and PM10 non-attainment and maintenance areas. This conclusion is based on the following reasons:

The anticipated 2030 traffic volumes of less than 10,400 AADT are well below the 140,000 to 150,000 AADT Mobile source air toxics threshold suggested in the Interim Guidance Document. Consistent with the low AADT and the function of the project roadways, there would be few diesel vehicles anticipated on the roadways, once the project is constructed and operational. Finally, the project would not be located in proximity to populated areas.

Please see attached project maps and images, which include:

- Regional Location Map
- Site Map
- Existing Northbound view and project simulation
- Existing Southbound view and project simulation

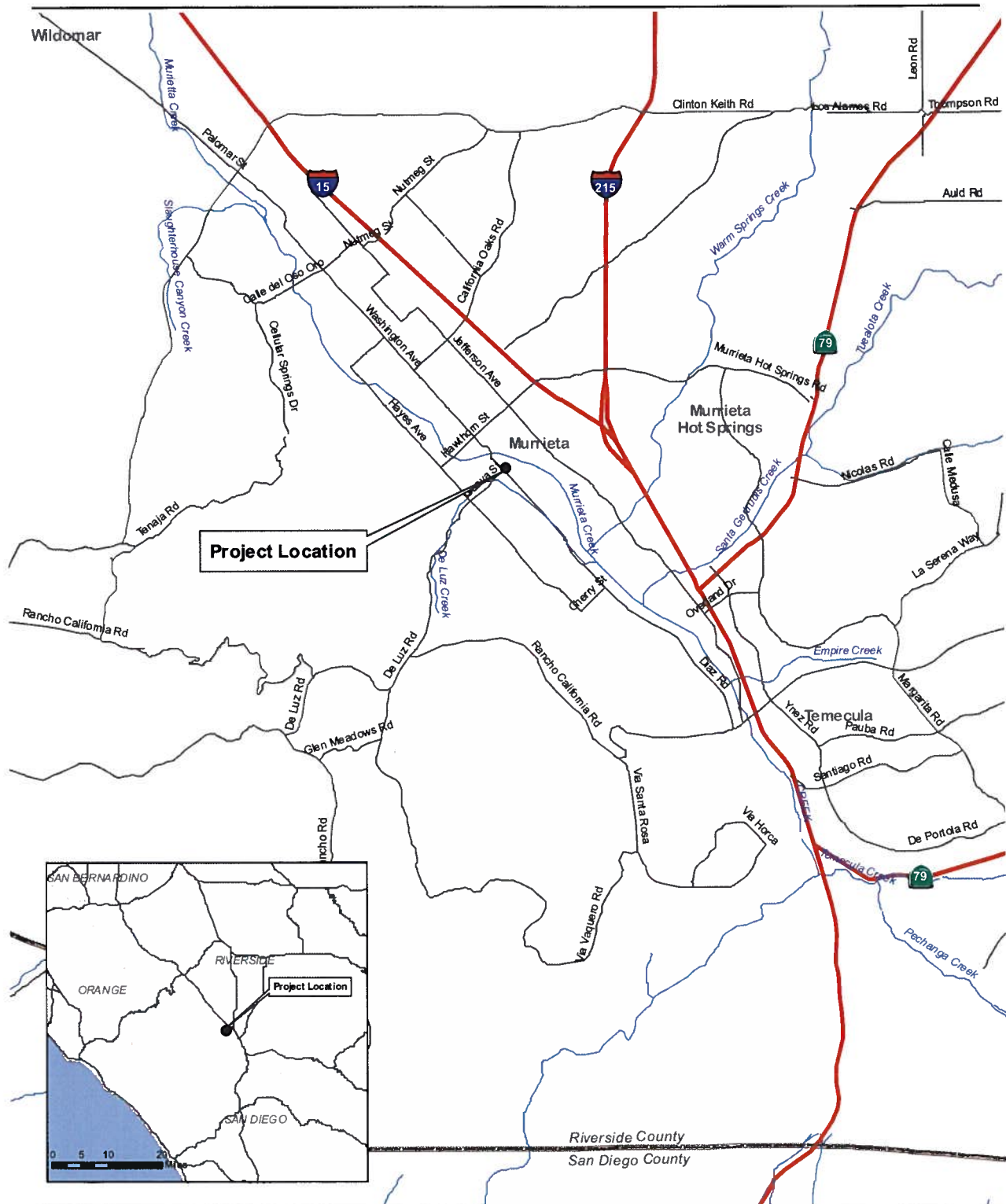


Figure 1
Regional Location Map

Source: EDAW



3 1.5 0 3 Miles

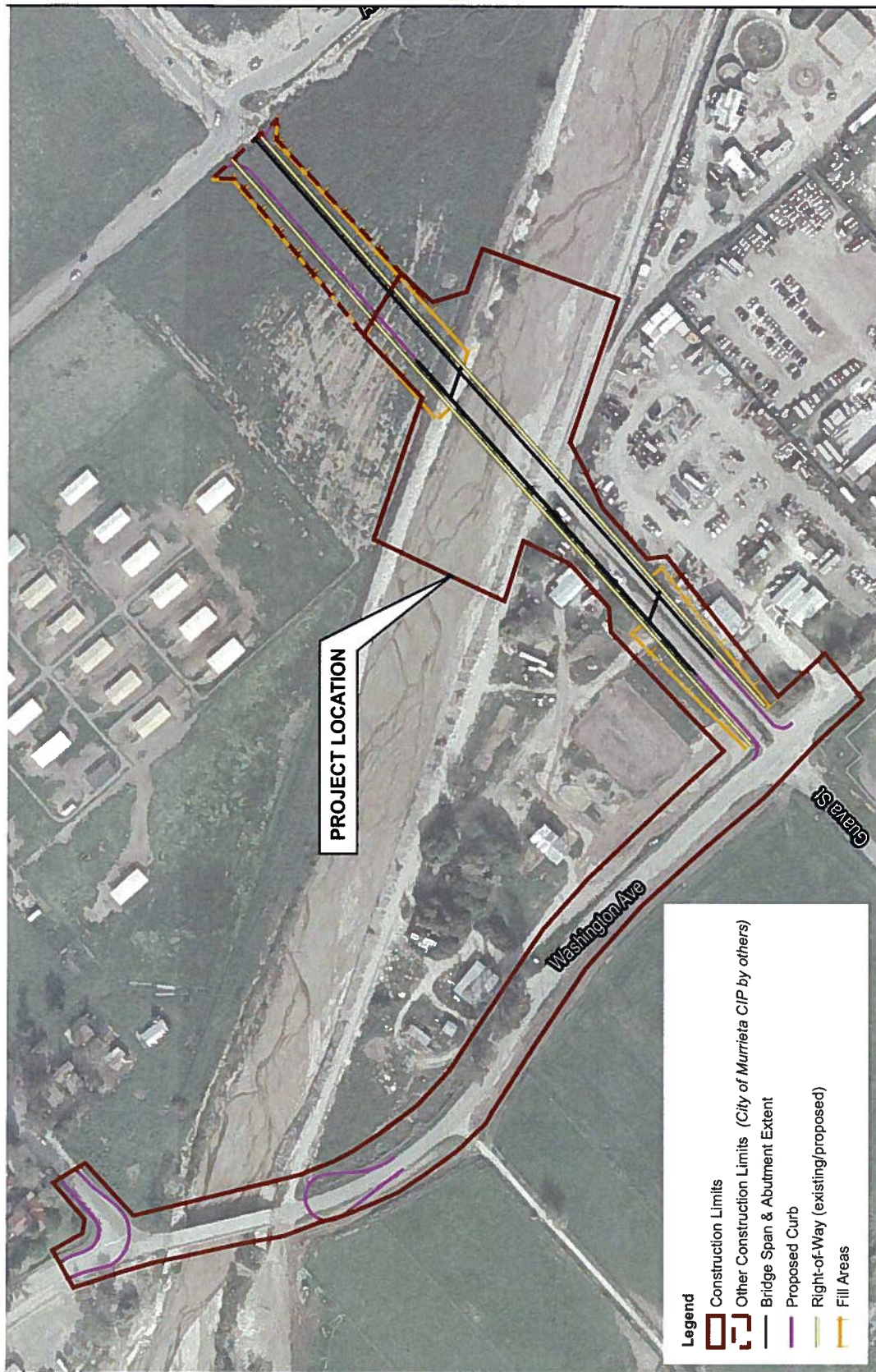


Figure 2
Site Map



View of Guava Street looking towards the location of the proposed bridge



Guava Street bridge visual simulation

Source: Visual Simulation T.Y. Lin 2008

Figure 12
Key View 1 and Visual Simulation- Guava Street Bridge



Location of proposed Guava Street bridge at Murrieta Creek



Guava Street bridge visual simulation, side view

Source: Visual Simulation T.Y. Lin 2008

Figure 13
Key View 2 Visual Simulation- Guava Street Bridge